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 CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

50X1-HUM

COUNTRY Rumania

DATE DISTR. 26 October 1951

SUBJECT Focsani Airfield

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1. Up to the end of March 1951 between 40 and 50 single-engine bi-planes used for training purposes, and two twin-engine aircraft were stationed at South Focsani (45°40'30"N - 27°12'E).
2. At the end of March between 200 and 300 single-engine fighters arrived at the airfield. Forabout a week they arrived in flights of 9 to 12 aircraft. The aircraft originated from the USSR.
3. It was believed that the aircraft were piloted by Rumanians, since after the arrival of the planes no Soviet Air Force personnel were seen in the town.
4. The following is the key to the attached sketch of the airfield and surrounding area.
 - No. 1 - Residential area of Focsani.
 - No. 2 - Double railroad line leading to Buzau.
 - No. 3 - Road and railroad bridges across the Milcovul River. These bridges were 40 to 50 meters long and about 10 meters above the river level. The road bridge was of overall concrete construction. The railroad bridge consisted of a metal framework based on concrete foundations.
 - No. 4 - Road leading to Buzau.
 - No. 5 - Milcovul River.
 - No. 6 - Gravel road along the northern boundary of the airfield.
 - No. 7 - Area patrolled by the airfield sentries. Only the northwestern part of this area was used by aircraft for landing, take-off and as dispersal ground. There were no fences or enclosures to indicate the actual limits of the airfield.
 - No. 8 - Two concrete hangars constructed during 1950. (Dimensions not known).
 - No. 9 - Brick buildings occupied by airfield personnel.

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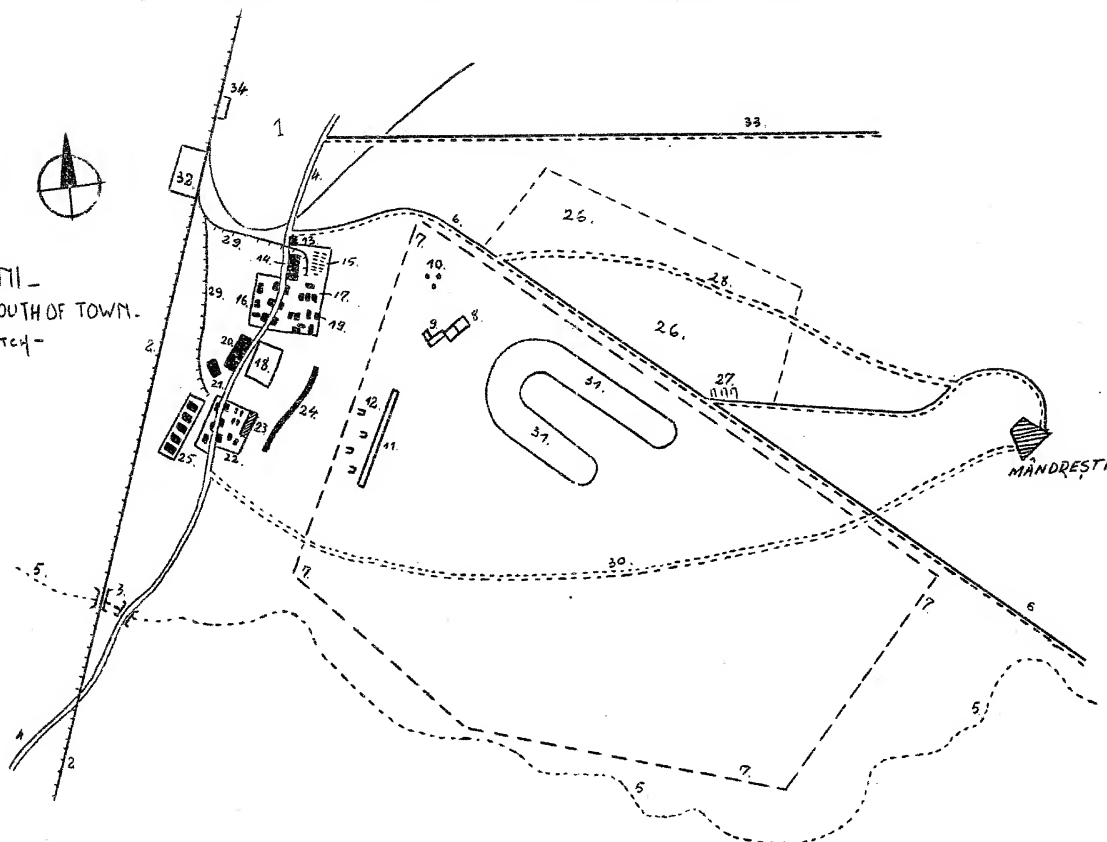
- No. 10 - Usual position of three radio trucks (no further details).
- No. 11 - Landing strip made by the Germans. It was about one kilometer long and consisted of concrete slabs. In 1951 this landing strip was not in use.
- No. 12 - Blast shelters. The majority of the shelters were constructed by the Germans but some were built by the Rumanians at a more recent date.
- No. 13 - Airfield entrance guard house, a concrete construction built in February 1951. One Militia man was always on duty at this position; there was also a machine gun position covering the entrance.
- No. 14 - Building about 60 meters long, 25 meters wide and about 15 meters high occupied by an unspecified Soviet mechanized unit.
- No. 15 - No. 16 - Not listed.
- No. 17 - At this point there were at least 40 rocket launchers (no details), mounted on Studebaker and Ford trucks.
- No. 18 - Soccer field.
- No. 19 - Barracks of an unspecified Soviet mechanized unit.
- No. 20 - Building similar to No. 14 above, occupied by an unspecified Soviet armored unit.
- No. 21 - Concrete hangar housing the tanks of the Soviet armored unit (No. 20 above). No details of the tanks are available except that they were of "various types."
- No. 22-23 Sheds and barracks occupied by a Rumanian artillery unit. No. 23 measured about 70 by 8 by 5 meters.
- No. 24 - Earth embankment used for tank exercises.
- No. 25 - Old Rumanian ammunition depot. In 1951 it was being used by the Soviets.
- No. 26 - Old German dispersal area not in use.
- No. 27 - Old German blast shelters not in use.
- No. 28 - Recently built cart-track leading to Mandresti.
- No. 29 - Railroad branch lines serving the barracks area and the ammunition depot.
- No. 30 - Unsurfaced road, in disuse since the airfield was extended to the southeast.
- No. 31 - Dispersal area for about 200 to 300 single-engine fighters which arrived at the end of March 1951.
- No. 32 - Cemetery
- No. 33 - Gravel road leading to Suraiia.
- No. 34 - Focsani railroad station.
5. The landing ground Focsani - North ($45^{\circ} 44' N - 27^{\circ} 11' 30'' E$) has not been in use since the end of the war. However, the old building of the flying school was used to house personnel of the Focsani - South field when no further accommodation was available in buildings No. 9 on the sketch.

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FOCSANI -
AN AIRFIELD SOUTH OF TOWN.
ROUGH SKETCH -



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